



**BROWN & GAMMONS LTD**

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## **MG POLYBUSH FITTING INSTRUCTIONS**

Our bushes act as a flexible bearing and must be greased on assembly. Most of our bushes are internally crosshatched so that grease is retained between the new bush and new crush tube. Ensuring grease in the crosshatching will reduce noise, and importantly, enhance the flexible bearing properties of our bushes. During use the surface movement in the bush is between the crush tube and bush.

Correct lubrication will give more precise handling and increased bush life, as well as prolonged tyre life on a correctly set up chassis.

Rubber bushes have no movement between the crush tube and rubber. With no allowance for free pivoting the rubber binds up under load affecting accuracy and efficiency of suspension components.

### **DO NOT USE ANY GREASE WHICH MAY CAUSE DAMAGE TO THE POLYURETHANE**

Always use the new crush tubes supplied in your kit. If you are replacing the mounting bolts ensure the bolt shank occupies at least eighty percent of the new crush tube length.

Thoroughly clean all bearing surfaces that are being reused. Remove all rust and scale and coat those prepared areas with a thin layer of special grease on assembly. Badly corroded parts should be replaced, minor rust pitting is acceptable.

### **ALWAYS FIT THE BUSH INTO THE ARM BEFORE INSERTING THE CRUSH TUBE INTO THE BUSH.**

The crush tube is generally used to expand the bush to give a correct fit. An expanded bush is generally very difficult to fit because of the accuracy of design and manufacture. Always tighten mounting bolts with your car at normal ride height. Failure to do so may preload your suspension and cause torsional stresses. This can cause early bush failure. Always replace split pins and spring washers and tighten nuts and bolts to manufacturers specifications.